HONDA Service Bulletin

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Vehicle Storage, Display, and PDI

Information about the handling of vehicles prior to delivery to customers is in several service bulletins and ServiceNews articles published over the past few years. This bulletin summarizes that information. Please refer to the appropriate service bulletin or ServiceNews article for a detailed explanation of a policy or procedure.

VEHICLE STORAGE

Paint Protection

It is Honda's objective to deliver a trouble-free, undamaged vehicle to the customer. To protect the exterior, a heavy coat of wax is applied before shipping. This wax helps protect the paint from damage by airborne pollutants, such as industrial fallout and acid rain.

The protective wax should be left on all cars put in storage to protect them from airborne pollutants. If a car is not prepared for display or customer delivery within 30 days of receipt, inspect the paint for environmental damage by removing the shipping wax from small areas of the horizontal surfaces.

- If no damage is found, apply a high-quality commercially available wax to the areas exposed for inspection.
- If the paint is damaged, remove the remaining shipping wax, repair the damage using approved materials and procedures, and file a warranty claim.

A warranty claim for paint damage must be filed within 30 days of vehicle receipt or it will be rejected.

To help prevent future acid rain damage, the car should be rinsed off with plain water after every rain shower. It is also a good idea to rinse off the car periodically during dry spells to remove possibly harmful particles from the surface. (S/B 89-015, dated June 1989)

Batteries

A battery that is left discharged for an extended period can become unserviceable. Batteries should be checked at vehicle receipt and charged if necessary.

The negative cable should be disconnected on cars in long-term storage, and the battery's state of charge checked periodically. Battery replacement caused by lack of maintenance is not claimable under warranty. (S/B 89-003, dated April 21, 1989)

Plastic Wheel Protectors

These protectors are installed on alloy wheels at the factory to protect the brake discs. The large openings in alloy wheels may allow rain and snow to spray directly on the discs. A car in storage with unprotected wheels can develop a heavy layer of rust on the outside of the disc in the area not covered by the caliper. When the car is put into use, the rust build-up causes a variation in disc thickness that results in steering wheel vibration during braking.

Any direct contact with water can cause this rusting, including rinsing off the car to protect the paint. All cars should have the wheel protectors left on until customer delivery. If a car is test-driven, remove the covers for the drive then put them back on. (S/B 92-020, dated April 10, 1992)

Parking

Adequate space should be left between cars in the storage lot so doors can be opened without dinging and chipping paint on adjacent cars. Technicians need to exercise caution when moving cars around that they do not drive into other cars (parking nose-to-tail, etc.).

FRONT LINE DISPLAY

A new vehicle is most vulnerable to damage at this time. The dealership should take several precautions when preparing and displaying the vehicle.

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CUSTOMER INFORMATION: The information in this bulletin is intended for use *only* by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

Shipping Wax Removal

Only approved solvents should be used to remove the shipping wax. Unapproved solvents may damage plastic and rubber components. (S/B 87-006, dated April 14, 1989)

The wax may be difficult to remove from some parts of the body if it has been on the car a long time. Naptha may be used to remove stubborn spots. (ServiceNews, October 1991)

Paint Inspection

Once the exterior is clean, inspect the paint for signs of environmental damage. (S/B 88-036, dated December 2, 1988)

If acid rain or industrial fallout damage is found, use only the approved materials and procedures to repair the damage:

- Acid Rain Damage (S/B 88-037, dated March 27, 1992)
- Industrial Fallout Damage (S/B 88-035, dated June 2, 1989)

After cleaning and inspection, the car should be waxed to help protect the paint from the elements.

Display

Cars should be washed and thoroughly rinsed often to protect them from airborne pollutants and preserve their appearance.

PRE-DELIVERY INSPECTION

The general guideline for this operation is the PDI checklist. Several service bulletins have been published that detail certain PDI procedures.

Wheel Balance

Tires will flat-spot from sitting in storage for a long period. This can cause symptoms during the test drive that lead the technician to believe a wheel is out of balance. After verifying the cold tire pressure is correct, drive the car at least 5-10 miles before diagnosing a possible out-of-balance condition. (S/B 90-009, dated April 20, 1990)

Steering Wheel Off-center

The technician should verify during the test drive that the steering wheel is centered when the car is going straight. If it is not, the degree of off-center should be measured and corrected if it is excessive. (S/B 90-011, dated April 27, 1990)

Exterior Appearance

Refer to the first part of this service bulletin for information on shipping wax removal, and paint inspection and repair.

The windows may have some stains left over from the packaging used to ship the glass from the manufacturer to the factory. These stains should be removed with the proper solvent. (S/B 90-028, dated September 14, 1990)

Interior Appearance

To prevent soiling, the factory's protective coverings should be left on the seats and floor while the car is stored. Once these are removed, temporary coverings should be used when the car is driven. A thorough inspection of the interior, and cleaning as needed, should be done during PDI.

The "nap" of cloth seat material may be crushed by objects such as the seat belt buckles while the car is in storage. These areas should be steamed and brushed to raise the nap and remove any marks. (ServiceNews, August 1992)

Fuses

To reduce parasitic draw during shipping, the factories do not install one or more fuses. Although the numbers and locations of missing fuses vary from factory to factory, the circuits involved generally fall in these areas:

– Radio/clock Back-up
– ABS
– Interior Lights
– Power Door Locks

Some cars have the missing fuse locations marked on the cover of the fuse box by a heavy line around the fuse's description. However, this is not true in all cases.

By carefully following the electrical systems testing on the checklist, the PDI technician should quickly discover which circuits need fuses installed.

Cigarette Lighters

Two manufacturers supply cigarette lighters to Honda. The sockets and elements are not compatible with each other. If the lighter's element was removed from the car while it was in storage or on display, verify that the element being put in the car at PDI is the same manufacturer as the socket. (ServiceNews, August 1990)